

SPAIN.

Herald Special Report from London.

Serious Aspect of the National Conflict at Cartagena.

Convicts Released and Armed for the Defence of the City.

Government Demonstration by a Powerful Siege Force.

British Naval Guard of the Rebel War Ships.

CONSULAR ALARM AND FLIGHT.

Carlist Fire on Foreign Vessels Off Bilbao.

A National Ship Disabled by a Shell.

TELEGRAMS TO THE NEW YORK HERALD.
The following special despatch to the HERALD has been received from our correspondent in the British metropolis:—

LONDON, August 17, 1873.
The HERALD correspondent at Cartagena, Spain, telegraphs the following report from that city, under date of the 13th instant:—
The insurgent authorities of this municipality have released the convicts and armed them for the defence of the place. The felon force numbers 1,800 men.

GOVERNMENT SIEGE IN FORCE.
General Martinez Campos besieges the city with six thousand soldiers, two batteries of artillery and twelve mortars.

BRITISH NAVAL POLICE.
The British fleet guards the rebel frigates.

CONSULS IN SUDDEN CONGE.
The German and British Consuls have left the city.

Carlist Fire on the Foreign Navies.
MADRID, August 17, 1873.

The Carlists in the vicinity of Bilbao have fired upon Spanish, French and English vessels. Several men on board were killed and wounded.

STRENGTH OF THE ROYALIST ARMY.
It is officially stated that the entire Carlist force in Spain does not exceed 2,600 infantry, 450 cavalry and seventeen pieces of artillery.

A NATIONAL SHIP DISABLED UNDER FIRE.
One of the national blockading fleet has been disabled off Cartagena by a shell.

ENGLAND.

The Premier's Position as Chancellor of the Exchequer—Coal Pits Closed.

TELEGRAM TO THE NEW YORK HERALD.
LONDON, August 17, 1873.

Mr. Gladstone has been legally advised that his resignation to Parliament is not required by his assumption of the Chancellorship of the Exchequer.

COAL PITS CLOSED.
Many coal pits in Lancashire have been closed, several thousand miners having struck in consequence of dissatisfaction with the weighing system.

DENMARK.

Russo-German Royalty in Sympathy with the Crown.

TELEGRAM TO THE NEW YORK HERALD.
COPENHAGEN, August 17, 1873.

The Czarowitz and family are visiting the King of Denmark at Fredensberg.

The Crown Prince, Frederick William, of Germany, has arrived at Malmo, on his way to Fredensberg.

SANDWICH ISLANDS.

Popular Opposition to the Cession of Pearl Island to the United States—Citizen Expression to the Court—Canvass of the Policy—Marine Report.

HONOLULU, August 7, 1873.
Memorials are being forwarded to His Majesty the King, praying that he will refuse to cede Pearl Island to the United States.

The planters and a few merchants are organizing what are called agricultural associations.

King, chiefs and natives are united on the question of no cession of territory. The whole scheme of cession is ill advised, and will, undoubtedly, place America and Americans in the background here.

The foreign population is much divided in opinion on the question.

MARINE REPORT.

Arrived on the 5th instant, the ship Coringa, of Boston, leaving, with a cargo of guano. It will be discharged. The cost of repairs will be \$1,500.

On the 6th instant came in the United States surveying ship Portsmouth, from a cruise. All well.

ELMIRA RACES.

ELMIRA, N. Y., August 17, 1873.
The entries for the races at the Elmira Jockey Club closed last night. The number of entries is fifty-two, and among them are some of the most noted horses in this part of the country. The trotting begins on Wednesday, the 20th instant, and continues three days. The track has been entirely overhauled and improved in all ways, and is now in splendid condition. The managers anticipate a great success.

CONNECTING LIFE SAVING STATIONS BY TELEGRAPH.

WASHINGTON, August 18, 1873.
Captain Hargrave, of the Signal Service, leaves the city to-morrow morning to make a preliminary survey for a telegraph line along the coast of New Jersey, from Cape May to Sandy Hook, connecting with the several life saving stations, which are to be used for the display of cautionary signals. A similar survey has been made of the Massachusetts coast, and the necessary cable and wire for the desired line already ordered.

Ferdinand Dautch, aged twenty, of 539 West Twenty-sixth street, was drowned yesterday in the North River by a small boat, in which he was out sailing, causing.

AUSTRIA.

Special Herald Report from Vienna.

Civic Fete in Honor of Industry and the Visitors to the Exhibition.

A Brilliant Scene and Municipal Enjoyment.

Royalty and the Democracy Represented.

Diplomas of Merit to America and England.

TELEGRAM TO THE NEW YORK HERALD.

The following special despatch to the HERALD has been received from our correspondent in the Austrian capital:—

VIENNA, August 17, 1873.

The Burgomaster of Vienna offered, a short time since, in the name of the municipality of the Austrian capital, a grand civic entertainment in acknowledgment of the success which has attended the Industrial Exhibition, and in compliment to those foreigners who have taken a more prominently marked interest in the arrangement and management of the international fair.

BRILLIANT SCENE AT THE STADTPARK.

The fete came off at the Stadtpark during the evening and night of Saturday, the 16th inst., the leading citizens of Vienna, with the most distinguished of the visiting strangers, participating in the enjoyment.

There were a brilliant illumination, an elegant supper, garden promenade and dancing to music by Strauss' Band.

THE COURTESY AND THE DEMOCRACY REPRESENTED.

The Archduke Charles Louis represented His Majesty the Emperor Francis Joseph, who was unable to attend.

Amongst the guests were His Highness Prince Wassa of Sweden; Governor Jewell, United States Minister to the Russian Court at St. Petersburg, and the correspondent of the NEW YORK HERALD.

EXHIBITION AWARDS TO AMERICA.

VIENNA, August 17, 1873.

In the machinery department of the Exhibition diplomas of honor have been awarded to Corliss, of New York, and Sellers, of Philadelphia.

Twenty-six other United States exhibitors receive medals for progress, nineteen medals of merit and eighteen certificates of excellence.

The list of Exhibition medals is still pending.

DIPLOMAS.

A diploma has been given to the Board of Survey and Lighthouse Service, making a total to America of ten diplomas.

TROPHIES TO ENGLAND.

England carries off thirty trophies.

Among others Messrs. Bessemer obtain one for steel, and a firm in Worcestershire another for porcelain.

The English have six diplomas for machinery.

Sir William Armstrong has been awarded a diploma for guns.

The Kensington Museum receives a diploma for proficiency as a museum.

THE DESTITUTE SICK CHILDREN.

ADDITIONS TO THE FUND FOR THEIR BENEFIT.

The following additional subscriptions to the sick children's fund have been received since the last report, in answer to the appeal in the HERALD:—

Through the Rev. Abner W. W. ... \$1.00

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WASHINGTON.

WASHINGTON, August 17, 1873.

Jefferson's Statue To Be Removed—Rough Treatment of Commodore Levy's Gift.

Old Commodore Levy was remarkable for his bravery and his admiration of Jefferson. He was, in short, an original democrat, and had no love for Caesar. More than a quarter of a century ago, and while commanding the European squadron, he employed a celebrated Italian artist to make him a full length statue of Jefferson, which he had cast in bronze. This statue he brought home and presented to the government, with a request that it be placed in a conspicuous place in one of the public grounds. A whig Congress made an attempt to refuse the gift, but Webster, more generous than Congress, came to the rescue, and, being a friend of the Commodore, he had it accepted and placed on a pedestal in front of the White House, where it has ever since stood, an embodiment of the simplicity and the democratic principles on which our government was founded. The present occupants of the White House have for some time regarded this statue with great dislike, and have hoped to get rid of it. It is now proposed to remove it. Babcock only requires a word and is to-day proceeding to carry out his commands, and the statue of Jefferson, the gift of the brave old Commodore, is bound hands and feet with ropes, ready to be lifted from the place where it has stood for more than a quarter of a century and to be placed in an obscure part of the grounds, away from public view. Congress did not authorize this work of vandalism, nor did it make any appropriation for the work now being done in front of the White House. General O. E. Babcock now assumes the entire responsibility. The worst feature of the whole affair is in the fact that in the place where the statue stood an unsightly iron fountain is to be placed, suggesting very different thoughts. So much for Jefferson's dislike of anything like Caesarism.

It will be remembered also that Commodore Levy purchased Monticello, the house of Jefferson, and resided there until the outbreak of the war, when, like Farragut, he was forced to leave Virginia on account of his loyalty. Levy died a few years ago, and in his will he bequeathed Monticello and all its valuable relics to Virginia, stipulating that she should keep it in good preservation, which, it is to be regretted, has not been done.

THE GOVERNMENT AND MASSACHUSETTS PROHIBITION.

The Washington Sentinel, the organ of the brewers of the United States, in speaking of the law in Massachusetts prohibiting the manufacture and sale of fermented liquors after the 1st of May last, insists that the federal government must protect the brewers and dealers, as it has continued to tax them in spite of that law. It maintains that the federal government is too much interested to keep longer quiet, and that it must protect itself as well as the taxpayers, as it is one of its prerogatives to raise revenue without interference by State laws, and that all such laws infringing upon that right are illegal. The federal officers cannot even carry out the revenue laws, as, for instance, if they were to expose fermented liquors seized by them for contravention of the revenue law, such exposure, they themselves would become, under the Massachusetts law, liable to be imprisoned six months in the House of Correction; no person is allowed to sell any such article in Massachusetts. It is contemplated by the brewers to induce Congress to change the revenue laws, so that the federal government can hereafter collect its taxes undisturbed by any State legislation.

ANOTHER INDIAN CONFERENCE PROPOSED.

The Board of Indian Commissioners have made arrangements for holding a conference with the Ute Indians some time during the present month. They have engaged Dr. James Phillips, of Washington, as advisory counsel, and to assist in the conference by interpreting the language or *patois* of the tribe. The Indian Bureau regards the business of more than ordinary importance.

THE RUSSIAN DISCOVERY OF THE CHIEF JUSTICE.

It is stated among gentlemen connected with the practice at the bar of the Supreme Court of the United States, and who are much concerned on the subject of the Chief Justice, that they have positively ascertained the selection of a successor to Mr. Chase will not be made from the bench of that Court; they are not so well advised as to the individual, but say they are satisfied that the Hon. Roscoe Conkling, of New York, can have the appointment if he desires it; but they doubt whether he would resign his position of United States Senator in exchange for the judicial position. Beyond these non-official utterances nothing further is known here upon the subject.

RAIN IN THE SOUTH.

The rain has been falling steadily all day between Baltimore and Norfolk. The tobacco crop has suffered much in Southern Maryland and Virginia. So far as the signs may be taken there is poor prospect for clearing weather for days to come.

PROFESSOR HAYDEN'S GEOLOGICAL SURVEY.

It is stated in the sixth annual report of the United States Geological Survey, by F. V. Hayden, United States Geologist, that there is perhaps no more unknown or more interesting geographical region in America than the different branches of Snake River and the Madison, the great water divide of the Continent. The maps now in process of construction will almost entirely change the geography of this wonderful region. Within a radius of ten miles may be found the sources of three of the largest rivers in America. The general elevation is from 7,000 to 8,000 feet above the sea, while the mountains, whose eternal snows form the sources of these great rivers, rise to a height of 10,000 to 12,000 feet. Moving northward are the various branches of the Missouri, Yellowstone and Wind rivers, which all eventually unite into one mighty stream, the Missouri. To the south are the branches of Green River, which unites with the Colorado and probably empties into the Gulf of California, while south and west flow the branches of Snake River, which, uniting with the Columbia, pour their vast volume of water into the Pacific. The exploration of this remarkable water divide proves that the Madison Fork has its source in a small lake not hitherto noted on any map, and that the so-called Madison Lake belongs entirely to the Pacific slope. This latter lake has been found to be about 100 miles long and eight miles wide. From this body of water flow a stream nearly one hundred feet wide, which, after a distance of about five miles, empties into a second lake, which is four miles long and one and a half miles wide. The former of these lakes was named Shoshone, and the latter Lake Lewis, in honor of the great pioneer explorer of the Northwest. At the upper end of Lake Shoshone a new geyser basin was discovered, with from seventy-five to one hundred springs, many of them geyser of considerable power. The ornamentation about these springs was regarded as more interesting and elaborate than those in the Yellowstone and the geysers of the Snake River. The latter lake was found to be about 100 miles long and eight miles wide. From this body of water flow a stream nearly one hundred feet wide, which, after a distance of about five miles, empties into a second lake, which is four miles long and one and a half miles wide. The former of these lakes was named Shoshone, and the latter Lake Lewis, in honor of the great pioneer explorer of the Northwest. At the upper end of Lake Shoshone a new geyser basin was discovered, with from seventy-five to one hundred springs, many of them geyser of considerable power. The ornamentation about these springs was regarded as more interesting and elaborate than those in the Yellowstone and the geysers of the Snake River.

THE FOLLOWING SUBSCRIPTIONS TO THE FUND HAVE BEEN RECEIVED AT THE HERALD OFFICE:—

To the Editor of the HERALD:— \$1.00

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ANOTHER DISASTER.

Dreadful Railroad Collision Near Lemont, Twenty Miles from Chicago.

Eleven Passengers Killed—Thirty-five Maimed and Scalded.

TERRIBLE SCENES.

A Coal Train of Thirty Cars Crashes Into the Passenger Express.

Sixty Persons Almost Steamed to Death.

CRIMINAL CARELESSNESS.

The Officials Neglect Their Duty and Cause the Loss of Life.

CHICAGO, August 17, 1873.

A terrible accident occurred at half-past ten o'clock last night, near Lemont, on the Chicago and Alton Railroad, an incoming freight train colliding with the South bound express passenger train, almost entirely wrecking the latter, killing six persons outright and fearfully injuring some thirty-seven others, many of whom, it is said, will die. The cars were enveloped in steam, and numbers of the injured are scalded badly, while others were scalded by water from the locomotive's boilers. Although Lemont is only about twenty miles south of this city the accident was not known here, except to the railroad officials, until between twelve and one o'clock this morning, and then only to parties who happened to ascertain that surgeons had been sent for to go to the wrecked train.

THE DEAD AND WOUNDED.

The total number of the killed and those who died of their injuries by the collision is, up to three o'clock P. M. to-day, eleven, and of wounded, thirty-five. The following is a list furnished by the officials of the road and is doubtless correct:—

KILLED.

John Mitzler, an engineer belonging to the Baltimore and Ohio Railroad.

Two firemen belonging to the colliding trains, names unknown.

Frank Bridges, apparently a fireman.

N. Dwyer, Jr., of Springfield, Ill.

Thomas Morton, porter in Anderson's Hotel, Chicago.

R. J. Dross, of the firm of J. V. Farwell & Co., Chicago.

Two men whose bodies are yet unidentified.

INJURED.

Captain John A. Smith, Warden of the Illinois Penitentiary at Joliet, badly scalded; cannot recover.

J. F. Fleury, purchasing agent for the penitentiary at Joliet; fatally; will scarcely live till night.

Anton Finkelman, of St. Louis; badly; probably fatally.

Mr. McCantrell, of Chicago; badly bruised.

Wm. Mitchell, of Duck's Island, Maine; badly scalded.

Alexander Monteth, of Duck's Island; badly scalded.

Thomas Strong, of Muskegon, Michigan; scalded.

Thomas Crowley, of Chicago; scalded.

William Currant, or Conant, of Duck's Island; scalded.

J. Lemotte, of Philadelphia; badly scalded.

John Sherris, of Glasgow, Scotland; badly hurt; ruptured.

Alexander Hallsett, of Duck's Island; scalded.

A. Berden, scalded.

John Whalen, of Akron, Ohio; back and hands scalded.

Henry Small, of Akron; scalded.

J. E. Cunningham, baggage man; leg broken.

James O'Neil, engineer of the passenger train; both legs broken.

The Engineer of the coal train was badly bruised.

George Renti, of Chicago, had his back and arms scalded.

A. C. Hickman, an artist, of Chicago, was badly scalded on the head and hands and bruised.

Jacob Close, fatally.

Jacob Cordovant, of Oshkosh, Wis., will probably die.

Isaac Mills, of New York, was slightly scalded.

Martin Carleton, of Bloomington; scalded.

William Richardson, of Chicago; scalded.

L. A. Hamlin, of Dwight, Ill.; slightly scalded.

John O. Keefe, of Akron, Ohio, and James T. Doyle; scalded.

John Spears, of Chicago; scalded.

M. St. John, of Chicago; scalded.

DREADFUL EFFECT OF THE STEAM.

The train did not take fire, as was previously reported, and all the passengers killed or injured were in the second class car, which was also used as a smoking car, and, with the exception of the firemen, engineers and trainmen, the casualties were all caused by steam. None of the regular passenger coaches or sleepers were thrown from the track or in any way injured. No person in any of them was hurt. The following account of the accident is from the